



Region Four Newsletter

Region Four

November 2011



Dare to be Great!

By Nathan Lee

Did you know we are becoming a great world class organization? I dare you to find out how! A wise man once said *"what makes death so hard – unsatisfied curiosity!"* Are you satisfied?



The vision of our department has been enhanced with some changes in our strategic direction.

You may wonder what can you do to help implement change?

UDOT's NEW Final Four

- Preserve Infrastructure
- Optimize Mobility
- Improve Safety
- Strengthen the Economy

cal standards in demonstrating *Employee Values*. Your efforts in these areas will make you great in your job!

We are led by an Executive Director who has demonstrated unequivocally how our departments' new strategic goals can develop our greatness. He said "Government can facilitate, enable, unleash, and in some cases stimulate the economy." *Our business of Transportation can actually strengthen economic prosperity. The work we do is fundamental to a strong economy.*



I implore each of you to work together and lead our region to greatness!

As a leader within this great organization I recognize the challenge to be great starts with every individual. I recognize each of you has value and your contribution to protect and serve matters. Greatness is never achieved alone.

How can your work, your attitude and your endeavors make a difference?

By doing your best! When the challenges of the job would have most people retreat, you surge forward to protect, improve, deliver or provide a safe route home.



A poem by Richard Evans says: *"I have wept in the night for the shortness of sight that to somebody's need made me blind; But I never have yet felt a tinge of regret for being a little too kind."*

Project Delivery Themes

- Minimize conflicts and customer delays
- Accelerate delivery
- Encourage innovation
- Get a good price and negotiate fairly

May I suggest embrace the department's strategic goals by doing activities that promote the *New Final Four*. Demonstrate your abilities to be context sensitive by implementing the *Public Involvement Principles*. Promote the delivery of all projects and assignments in accordance with *Project Delivery Themes*.

And exemplify outstanding ethi-



Employee Values

- Customer focused
- Quality driven
- Employee centered

I see the kindness and generosity of outstanding employees every day. Many are great! I hope in the coming months that new ideas will emerge and develop from you to help the department in its world class endeavor. Thanks for all the long hours, weekends and late nights to deliver projects, plow snow, and protect others in hopes of making everyone's life a little better. Dare to be great!

Public Involvement Principles

- Address the transportation need
- Be an asset to the community
- Be compatible with the built environment



Balancing Nature and Infrastructure

By Steve Ogden and Kevin Kitchen



The new bridges across the Colorado River near Moab are unique in their design and the way they were constructed. These bridges are the first to be built in Utah using balanced cantilever construction which required a smaller less, intrusive footprint on the environment. The smaller footprint lessened the impact on the river, the surrounding landscape and the many endangered species located there. This type of construction only required two piers for each bridge in the river flood plain, instead of the seven piers needed on the old bridge. The center span of the bridges arch 438 feet between the piers, and the end spans are 292 feet from the piers to the river banks. There was over 14,000 cubic yards of concrete and over 3,000,000 pounds of steel used in the construction of the two bridges. The construction took almost two years to complete. The arched design was intended to blend in with the surrounding scenery and enhance, rather than intrude upon the Red Rock Canyon Country experience of visitors traveling to the Moab area.

Ironically, the Colorado River Bridge stands out as the winner of several awards by not standing out. What is not seen is becoming the greatest story of Utah's longest concrete span bridge. The ability to manage risk created the ability to balance. The structure and its process is becoming a model for context sensitive solutions. Among them: construction outside of the public's patterns with completion a year earlier than originally estimated, off-line construction with accelerated bridge construction methods, life as usual in the water beneath (both biological and recreational), materials strong enough and flexible enough to tolerate extreme tem-

perature variance during construction, acrobatic construction methods that hovered out of the way of traffic both road and water, the blending of multiple modes of transportation, a color-coded man-made arch complimenting rather than competing with nature's adjacent arches and rock walls, and a common sense approach of creating twin structures that will make redundancy possible during maintenance down times.

One of the secrets to the product was reversing nature's natural arch direction. Rather than rock against water eroding a cliff face to a skeletal arch, designers leaped into the air by extending concrete box girder segments out from the piers in teeter-totter fashion one block at a time, growing more like a tree than a geologic formation. An internal web of post-tensioned cables allows variation in arch and deck depths much like the waters seasonal ebb and flow beneath. The piers are staggered, giving way to the direction of the river rather than the road.

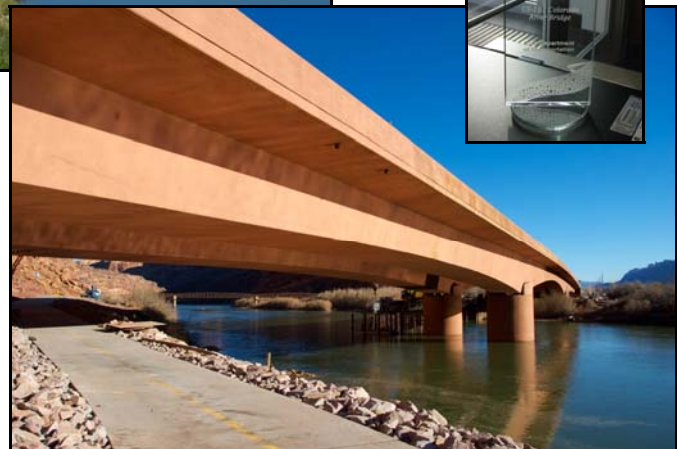
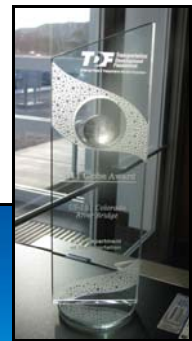


Moab Construction Crew: Francine Randolph, Kevin Marshall, Russell Pogue and Jim Chandler





Rustin Anderson, Project Manager



The Colorado River Bridge stands as a monument to innovation at UDOT (even if it does keep a quiet low visual profile). This is evidenced by awards from the American Segmental Bridge Institute, The Transportation Development Foundation, The American Concrete Institute, and nomination by the American Society of Civil Engineers for the 2012 Outstanding Civil Engineering Achievement. The bridge has also been ranked among the Top 10 Bridges by Roads and Bridges, and received praise in publications such as McGraw Hill Construction, ENR Mountain States, and the AASHTO Journal. For more details check out the links below.

This magnificent structure is truly a masterpiece that will arch the Colorado river and stand as an Utah icon for decades to come.

UDOT Blog

<http://blog.udot.utah.gov/2011/11/colorado-river-bridge/>

<http://blog.udot.utah.gov/2011/04/colorado-river-bridges-in-utah/>

<http://blog.udot.utah.gov/2010/06/beauty-marries-function/>

McGraw Hill Construction

http://intermountain.construction.com/features/archive/2009/1109_F3_TransportationProjects.asp

Aspire Bridge

http://www.aspirebridge.org/pdfs/magazine/issue_18/Colorado_River_Bridge_Web.pdf

ENR Mountain States

http://mountainstates.construction.com/features/2009/1101_TransportationProjects-1.asp

AASHTO Journal

<http://www.aashtojournal.org/Pages/111811asce.aspx>

Roads and Bridges Top 10 Bridges

<http://www.roadbridges.com/us-191-over-colorado-river-bridge>

Awards

The American Concrete Institute Excellence in Concrete Construction Award

2011 Globe Award from the Transportation Development Foundation

American Segmental Bridge Institute

<http://www.asbi-assoc.org/projects/project.cfm?articleID=376C5683-F1F6-B13E-8D21CE381B40335&categoryIDs=&categorySubIDs=&type=search>

Nominee for the 2012 Outstanding Civil Engineering Achievement Award presented by the American Society of Civil Engineers

Moving Mountains at UDOT

By Kevin Kitchen

Mother Nature never sleeps. Early Saturday morning, October 8th, Cedar Mountain supervisor Brandon McKinlay received one of those all too common early morning public safety calls and headed out to face Mother Nature. Typically the expectation is snow, but this time around it was something a little more slippery. As Brandon cautiously traversed state Route 14 the road disappeared and his headlights picked up a sight reminiscent of a battle he faced in January 2009. Massive earth, wood, and rock... no road.

No doubt about it. Elk hunters would need an alternate route this weekend. With the punch of a button and a few wireless waves, Brandon roused the department kicking maintenance, engineering and communications efforts into gear. Still dark.

What appeared in 30 feet of man-made headlight high-beams was nothing compared to what nature's sunrise exposed a few hours later: a landslide extending 1700 feet in length with a shattered roadway, scattered, twisted and buried down slope, akin to snapped chocolate-mint girl scout cookies abandoned by a toddler robber only with bright yellow stripes painted on top; concrete barrier zig-zagging like a path from Alice in Wonderland; and majestic pines, in tact, jutting out at 45-degree angles; a sight quickly posted by blogging earth core-shift theorists as indicative of the inevitable.

While the picture is surreal, the inevitable work ahead is not. The slide that occurred on October 8th is reminiscent of a slide repair project ap-



proximately two decades earlier. In 1989 a similar adjacent chunk of mountain got lazy. UDOT got busy constructing a temporary road for under a million dollars while more permanent structural reinforcement and slope design brought the price tag up to approximately \$3.8 million before completion of construction in 1992.

Many UDOT workers recall a massive rock fall in 2009 which plugged the canyon and rolled a bus-sized boulder to the bottom of the ravine triggering wide-spread media attention. Maintenance crews received recognition from then Governor Jon Huntsman

for the quick clean-up. However, the challenges of this slide differ in nature due to the obliteration of road base and not only volume of material, but volume of unknown factors that may be discovered in the repair process. For this reason, UDOT is bringing in additional perspective to approach the repair.

Aerial survey data is now feeding hungry engineering systems, while program managers work out the peaks and valleys of funding that never seem to coincide with Mother

Nature's construction demands. The Utah Transportation Commission has approved \$3.1 million to get the project moving forward, but construction costs are expected to be higher and projects may have to be shifted to address the need. The region has proposed fixing nearby trouble spots on the corridor as part of the package. A CMGC contractor is expected to be selected the first week of December with construction extending into Summer 2012.

Meanwhile, maintenance crews are gearing up to take on Mother Nature on S.R. 143. The goal is to keep alternative access to the mountain available with the exception of extreme weather events. Recreational parking access is being coordinated with the National Park Service and National Forest Service above Brian Head. S. R. 14 will be closed from milepost 4 to Navajo Lake until May 5, 2012 and S.R. 148 will follow its normal winter seasonal closure.

Interested parties can follow the progress of the project on UDOT's web page. The address is www.udot.utah.gov/go/landslide.



Road Construction in New Zealand

By Mike Miles

Recently I was able to take a vacation. It was great! I took two weeks off to be able to watch a basketball game. It just happened that the game was played in New Zealand (NZ). I am not going to write a travel log but I think it might be interesting to tell you about the road system down there.

Years ago, NZ decided to do away with a public transportation organization. Now, all maintenance and construction is done with private forces. Also, you need to know a little about their system. Most roads are only 2 lanes, each 12 feet wide, with a white line for a shoulder. In many instances, there is no clear zone as we design it. Often there will be a 100 foot drop off just 6 feet from the white line, or a solid rock cliff within 4 feet of the white line. There are few to no guard rails in the country. Most roads are built to the lay of the land and you don't see lots of cut or fills unless it is on a mountain side. Even then they are minimal. Road signs are few and far between. You might see one sign in a hundred miles that tells you the distance to the next city. The only lighting is in the cities and towns. And, traffic signals are rare because at almost every intersection is a roundabout. You don't drive fast. Average speeds are 50- 60 mph. If you go faster than that, you are one brave soul, especially if you are not used to driving on the right side

of the car (and the left side of the road). When you do see road work, traffic control is a bare minimum. There will be maybe 2 signs telling you that there is work ahead, a couple of cones to tell you where to go, and there may be a few candles to separate the travel lane from the working equipment. Flagging was rare. The material that they use to build is much more consistent than ours. Since the island is volcanic, it is simpler to determine pavement designs because their sub-grades are very stable. I drove over a thousand miles on the north island and saw very few places where the road, (according to our criteria) needed work. Trucks are smaller and there was little to no rutting. Overall, their system is very good, albeit not as big nor as fancy as ours.

Here comes the editorial part of the piece. I think if we were to try and

go all the way to privatization like NZ has done, we would have to change a bunch of our laws. We try to build our roads so as to minimize the risk and maximize the safety of the traveling public. In NZ, most of the risk is on the motorist. In order to privatize our system, we would need to somehow limit the ability of people to file law suits against the department when they have a problem on the roadways. Also, insurance issues would need to be addressed (probably higher rates).

Overall, it was a great trip. I learned a lot and saw some fantastic things. It is one place in the world that you can go without any fear of anything except maybe being oft times reminded of the 70's. If you have a chance to go, I highly recommend it.



SOUTHERN PARKWAY ARCHEOLOGY

By Eric Hansen



year to avoid impacting important resources, including critical habitat and archaeological sites. Based on background studies and field inventories, it appeared that the highway alignment had avoided the major archaeological sites in the area. In all, seventeen archaeological sites were investigated. Most will only be partially impacted by construction and turned out to be small surface scatters with few artifacts and little or no buried cultural materials.

One exception was site 42WS5267. This site was initially described during a field inventory as a small surface

After months of consultation with agencies and tribes, alignment tweaks, and methodical preparation of a research strategy and treatment plan, archaeologists arrived in the field in April of 2011 to investigate and mitigate any significant cultural remains potentially left in the path of Segments 3 and 4A of

future State Route 7, known as the Southern Parkway. These new segments of the highway traverse 12 miles of open Mojave Desert in Washington County stretching from the new St. George Airport to the south end of Sand Hollow Reservoir. The alignment had been adjusted several times during the previous

artifact scatter consisting of a couple hundred fragments of flaked stone and pot sherds. Its location between two large sites (sites that we had avoided), and its geologic setting on a hillside of a dune deposit suggested that there could be more to this site buried beneath the sand. Exploratory trenching confirmed our suspicions.



Following a protracted field effort, the ruins of five ancient houses were exposed. The houses were occupied more than a thousand years ago by a culture of farmers who exploited the fertile banks of the Virgin River flood plain. Known as Ancestral Pueblos or "Virgin Anasazi", they relied heavily on native culti-

vars for their subsistence; mainly corn, beans, squash, as well as a variety of native plants and small game. The architecture of the houses is relatively typical of the culture and time period. Referred to a "pithouses", the structures are partially subterranean consisting of an excavated living space or "pit" with the upper walls and roof fashioned from a framework of timber sealed with daub and organic materials. The front door was generally placed in the center of the roof with a latter providing access to the dwelling. This "front door" also provided a vent for smoke from hearth fires.

The five pithouses at this site were round, ranging from 18 to 25 feet in diameter and from 3 to 5 feet deep. The floors and walls were smooth, lined with clay and/or carefully placed flagstone. In the center of the floor of each pithouse was a formalized circular hearth. From the floor fill of four of the structures, archaeologists recovered pot sherds decorated with bands of small black dots and triangles; lithic materials consisting of chert and quartzite flakes with bifaces and complete points (arrowheads); and burnt struc-



tural remains and other organic material. In addition, these four structures had a carefully constructed hearth with smooth fired clay over a circular arrangement of cobbles. The combined attributes indicate a Basket Maker III period of occupation (i.e., 400-800 A.D) for these four pithouses.



The largest of the pithouses was distinct from the other four. Besides being significantly larger, no ceramics were recovered from the floor fill. Lithic material was limited to obsidian rather than quartzite and chert; and instead of arrowheads, only dart points (for use with an atlatl rather than a bow and arrow) were identified. In addition, the hearth at this pithouse was distinct from the others, made from large basalt

boulders rather than sandstone cobbles lined with clay.

The absence of ceramics or chert and quartzite lithic debris and arrowheads, the presence of dart points, and distinctiveness of the hearth clearly make this large pithouse distinct from the others. A Basketmaker II period of occupation (i.e., 300 B.C. to 400 A.D.) appears to be represented. This period predates the time when bow and arrow became the preferred hunting weapon and fired ceramics became widespread.

This site is significant in that it represents two distinct periods of Virgin Anasazi occupation of the St. George Basin. Very little is known of the Basketmaker II period in the region and good contextual analytical data is needed clear up chronological ambiguity. It's a rare opportunity for archaeologists to investigate a habitation site of this scale in the region. While UDOT made a substantial effort to avoid impacting archaeological sites, the Southern Parkway project has made a substantial contribution to the prehistory of the area.

Region Four Team of the Year

By Kirk Thornock



Mike and Gale are the backbone of the Asset Management Group. Many times their work and effort goes unnoticed due to newness their new assignments as Asset Analysts. Since day one of their new assignments, each of them bought into the direction of the Region and the responsibilities that were placed upon them. One of their greatest accomplishments is their ability to provide an honest, regionally unbiased opinion of the task at hand, especially

the Asset Management Group decides on funding priorities. Coming from different districts with assumed ownerships, Mike and Gale have become a region asset. They understand that it is their responsibility to do what is best for Region 4. Currently Region 4 has the only regional asset management team in the state. Mike and Gale have defined their roles and provided an excellent blue print to follow and build upon.

Mike and Gale were given this opportunity to be Asset Analysts. Although there isn't another team to do this great work, they have embraced the opportunity and have excelled in giving Region 4 what it needs to succeed. They have been the front runners of implementing OMS/PMS. PMS is the new pavement management system that is the state's database for pavement distress data and dTIMs recommendations. Mike and Gale have become the experts in these systems. Central Asset Management looks to these analysts for finding bugs and finding better ways to show the data.

Another example of the "Great" skills these analysts have is their ability to "Make the System Work Better." Mike and Gale are not satisfied with where MMQA stands as a region. These two have worked tirelessly to try to improve this system. The ultimate goal is to make the data represent the actual. Mike and Gale train individuals and stations on how to correctly input and use MMQA. They have trained all but 4 of the stations and most of those employees already. They have created a test of the 24 most common problems they see in the input of data. They give this to each employee, not to show their lack of knowledge but to help them understand how to make the system work better. They also provide a power point presentation on how to use MMQA. What people do not see, is that Mike and Gale are relied on constantly to help individuals with MMQA. They willingly want to help, and they receive phone calls all the time on the subject of this program. At other times they travel to stations to help and to demonstrate the correct procedures and inputs of MMQA. Station personnel come to their office for help. Mike and Gale are always happy to oblige.

Region Four Professional of the Year

By Dana Meier

Eric has the ability to work within his discipline and understand the budget and schedule constraints placed on a project. He understands the environmental needs of transportation and is able to prioritize and complete environmental commitments to help fulfill the transportation objectives. This allows Eric the ability to creatively comply with environmental commitments with the least budget and schedule impact. Many significant archaeological and paleontological discoveries were uncovered in the Southern Parkway project. While it is important to document and record these discoveries, it is also important to maintain perspective about all the cultural resources uncovered for a

project. Eric's ability to maintain this perspective gives him a lot of credibility within the archaeological community and still provides creative solutions to meet the department goals for the minimum budget and schedule. Eric has established a rapport with the Native American tribes and has fostered a trust within that community. The consultants on the projects, as well as the experts in the archaeology field, respect Eric's opinion and work collaboratively with Eric to find creative solutions to complete their work.

Because of Eric's education and work experience background, Eric is able to

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Professional of the Year continued...

work with project design engineers to resolve difficult challenges. He is able to understand the engineering constraints of a problem and work to resolve the issues to accommodate various stakeholders in the project. This ability to understand the problem and work outside of the standard solutions has increased our ability to resolve engineering problems with innovative solutions. Eric was able to work within the political and technical process to have a petroglyph panel removed from a roadway alignment that would have created significant delays and substantial cost increase to avoid the panel.

Eric understands that not all environmental resources are equal. There have been several unique resources discovered in the Southern Parkway alignment. He has helped the consultants draft a discovery plan and a mitigation plan that will save the department many thousands of dollars and still fulfill the environmental commitments of the de-

partment and increase the knowledge base of the archaeological field.

During Archaeology week, Eric was involved in giving public tours to the Southern Parkway excavations while the archaeologists were doing their work. He has also given various tours to local government officials and UDOT personnel, as more unique and significant features have been uncovered. Eric spent an afternoon with the Shivwits Indian tribe elementary school showing them their heritage and explaining how modern day archaeology works. He has always been willing to share his knowledge and expertise to better those around him. He is very competent and he has the ability to teach those around him.

Prior to coming to UDOT, Eric had extensive experience in doing fieldwork and writing environmental documents. Because of his experience Eric has been a valuable asset from his first day on the

job. He protects the department from unnecessary litigation by fulfilling all of our environmental obligations, but still understands and works to fulfill the Department mission.

Eric worked with the CMGC project team on Dixie Drive to clear an area archaeologically that would have delayed the project by many months. He was able to uncover and preserve some human remains that would have either delayed the project by several months or that may not have been found in a large-scale excavation. He has earned the trust and confidence of Native American tribes that has allowed the project teams to facilitate some difficult issues that could have delayed the projects.

Very few individuals can work within such diverse groups with such different goals and still maintain their respect and confidence from such different perspectives. Eric has been able to accomplish this.

Region Four Engineer of the Year

By Ray Bentley

Branden has been part of the Dixie Team that has been working on the 60-million dollar Dixie Drive - Exit 5 Interchange CMGC project, from its conception. He was selected to be the Construction Oversight Manager. As the 5 integral projects have developed through the design process, he has managed the constructability and buildability reviews and has provided valuable input into the final design. As the projects moved into the construction phase, he transferred to the Purgatory Construction Crew and has been overseeing most of the construction engineering of these projects by undertaking the responsibility of Field Engineer. This has provided valuable insight into

the details of the project from the inception and design, into the construction phase.

Branden has an excellent knowledge of the design process and uses this knowledge to solve issues that arise in the construction processes on the projects. He has an excellent partnering attitude and works well with contractors maintaining perspective, objectivity and foresight, while enforcing the plan and specification requirements. Branden is able to work through issues that arise during the construction process and solve problems at the lowest level possible.

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Engineer of the Year continued...

Branden works within the department's specifications to achieve project goals. He is admired by all for the uncanny way he thinks through issues and has great respect among contractors and fellow workers.

Branden has an extensive knowledge of electronics, computers, software, and IT equipment. He's one of the key people everyone relies on for help when the computers or programs don't work. He has the ability to define the problem quickly and arrive at solutions to keep processes running in the office. Branden is on the cutting edge of all training and education. He attends all training offered and excels with the knowledge gained. He has the ability to incorporate items learned readily and to the benefit of the department and the contractor. Branden is always using his Engineering skills to help others, from the Varsity Scout troop he leads, to co-workers on the job. He is always performing calculations and developing spreadsheets to monitor the work, in-

crease efficiency, and implement cost savings.

Branden has a mentoring attitude to help all Trans Techs progress in their career development. He has the unique ability to impart his knowledge of the construction processes and documentation requirements in a way that is readily learned by the techs. Branden is always encouraging each of the techs to advance and meet all qualifications for the program. He is always available to tutor Trans Techs with their TEP assignments and assist them with school-work problems. He is truly a teacher of inspection and engineering skills.

Branden teaches by example. He continues to refine his education and engineering skills through hard study and application of things learned in the daily processes on the projects. He works with the techs in the office environment as well as the field applications to further their education, documentation, inspection skills, and general construc-

tion inspection processes.

Branden works will with contractors and their personnel to help them understand the specification requirements as they relate to state and federal 23 CFR regulations. He is always diligent to insure that the lessons learned are imparted to the employees, co-workers and contractors and their personnel so future issues won't arise.

Branden is very quiet and soft spoken. His ability to work with everyone on a professional and courteous basis is exceptional. Branden is very intelligent and has the ability to use his education, experiences, training, partnering and interaction skills to the benefit of the department. Branden has the unique ability to think quickly, draw on his education as an engineer, and make correct decisions which facilitate the work and keep the contractor and the department productive and efficient. He is well respected and is dedicated to the department and the work.

Region Four Career Achievement

By Steve Ogden



Dave Babcock began his career with UDOT in 1975 and has been working for UDOT for over 36 years. He began his career as a Highway Operations Specialist in the Colton Station, north of Price on US-6. Dave is not the kind of person to sit around and let things come to him. He is a very proactive person and believes in the fact that you get out what you put in and he has demonstrated that throughout his long productive career here at UDOT. Dave worked his way up in the Colton Shed where he became the Station Supervisor in 1983. Dave led the Colton shed until 1997 when he became the Area Supervisor responsible for the Colton shed and three others. As the Area Supervi-

sor. Dave was very involved in projects in his are of responsibility. With his years of maintenance experience on many of the highways around Price, he was able to point out many aspects in the design process that made the finished project more maintenance friendly. In our current era of very limited funding and resources to complete maintenance work, it is critical that we don't create maintenance problems with our projects. With Dave's thorough understanding of maintenance and snow removal, there were many minor adjustments made in the design of projects that resulted in long term savings in maintenance costs upon completion of the project.

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Career Achievement continued...

Dave instilled his Station Supervisors with the understanding that they have a lot to contribute in the project development process and they actively participate on project teams in their areas. In 2009 Dave became the first Region Four Fleet Manager. Second to the people that work for our department, equipment is our most valuable asset. We have millions of dollars worth of equipment and that equipment needs to be managed well. Dave is responsible for managing our equipment fleet and ensuring that we have good operating equipment that is utilized in the best way in benefitting our organization. Dave's first goal in this position was to make Region Four's equipment fleet leaner and meaner.

This entailed finding equipment that was not being utilized much or in failing mechanical condition and getting rid of it. In turn he then added newer, more versatile and more dependable equipment to our fleet that allowed savings to be used on better equipment. Dave initiated an equipment awards program for Region Four. He spends many hours inspecting equipment throughout the region. Awards are given in the form of certificates and bragging rights to the individuals who are the top in each category. This continually encourages folks to take good care of our equipment. Dave takes a lot of pride and ownership in whatever he does. Dave is well respected by his peers and has been asked to participate

on numerous quality improvement teams and committees affecting state-wide processes and procedures. With his many years of experience, he has great insight and problem solving skills that benefit any group or process that he is involved with. Dave is an excellent leader and he's had the honor of being Leader of the Year in Region Four. Dave has contributed a lot to UDOT and deserves the recognition that comes along with being selected as this year's Career Achievement Award recipient. Dave has committed over 36 years of his life making what we do at the Department of Transportation better. For all the things stated and so many more, Dave Babcock is deserving of this prestigious award.

Region Four Technician of the Year

By Jim McConnell

Lisa is one of the best, if not the best, Construction Office Manager in the state. She excels in managing all of the office work, documentation, meeting coordination, procurement and correspondence for the 2 Purgatory Construction Crews in the St. George area. Her dedication to the department and the job is exceptional. Lisa knows the federal civil rights requirements and reporting requirements better than anyone in the state. She is always on top of the federal issues, and has been a valuable resource for the central civil rights office in answering questions and providing interpretation of the rules and requirements of the program.

Lisa has implemented a tracking system for projects to insure they are meeting timelines for closeout and submittal to the region. She tracks contractor's submittals for timely processing and completion. Once the contractor's submittals have been completed correctly, all projects assigned to her have been completed and submitted to the Region

within the timeline goals as set for the Resident Engineer's office.

Lisa is always working with contractors and their office personnel to insure that their submittals are timely and point on regarding the documentation requirements, timelines and meeting federal requirements. She has provided training for many contractor's office managers regarding federal requirements, UDOT's new electronic payroll and training reporting system, and Buy America requirements and procedures.

Lisa is a master in construction documentation and federal 23 CFR requirements. She is always willing to share her knowledge and experience with the engineers that work with her. She is a great mentor and leader for the Engineering Techs and Trans Techs in project documentation, project accounting, civil rights, TEP assistance, ePM, federal payroll and training issues, and Buy America requirements. Lisa has pro-



vided various training sessions for Consultant RE's, Field Engineers, and Technicians. These training sessions have been extremely beneficial in providing the consultant community with the tools necessary to manage federal projects correctly.

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Technician of the Year continued...

Lisa is a shining example of the success of the UDOT Trans Tech Program. She hired on as a Trans Tech I, obtained her CDL and has worked in maintenance and construction for her entire career with the department. She has completed the T-Cubed, M3 and TEP programs and has taken advanced college courses working toward an engineering degree. Lisa continues to stay current and certified on all aspects of construction requirements and materials testing and training. Lisa advanced through all of the Trans Tech program levels and is now a Construction Technician IV. Recently she was recognized as being one of only 2 techs in the state that have completed ALL CMT training and certification. With this recognition, she received a new laptop computer for her

office in addition to the other machines that were to come to the region.

Lisa has implemented a materials documentation tracking and cataloging system on all projects to insure that all materials compliance requirements are met, certifications are received prior to installation and payment of items, and all Buy America requirements are being tracked and certified.

Lisa is a friend to all, very cordial and professional in dealing with contractors and consultants and extremely knowledgeable in construction management. She is continually relied on as an expert source of information by the crews, inspectors, RE's and field engineers, consultants, contractors and UDOT man-

agement.

Lisa is truly a partner in the construction process. She has completed all phases of partnering training and is an excellent source of information. She manages all partnering on projects, attends all partnering meetings with contractors and subcontractors, correlates and reports all partnering ratings and disseminates the results at the meetings.

Lisa is a top performer, an outstanding mentor and trainer, extremely knowledgeable, well organized, well versed in the specifications, an expert in PDBS and civil rights, and well liked and respected. She is very deserving and well qualified for UDOT 2011 Technician of the Year.

Region Four Employee of the Year

By Doug Croft

Thirteen years ago I hired Ron Grundy as a mechanic in the Cedar Shop. I hired Ron because of his abilities, his potential, and the recommendation of his previous employer who stated that Ron was in the top ten percent of all the mechanics he had ever hired. This particular employer has run a lot of repair shops in his day, which made his statement about Ron especially meaningful. For the past thirteen years, I have found his recommendation to be valid.

Every year UDOT buys new equipment that is more sophisticated than the previous year's equipment. This equipment comes without any training on how to use it, and occasionally without a service manual. That is why it is so nice to have an employee to like Ron working in our shop; he can make the complex jobs look easy. The equipment we get these days have computers, sensors, and miles of wire, irregardless if it is an A/C system, hydraulic system, or an oil distributor. They all have the black box called a computer. If you're

going to trouble-shoot, you had better know the basics, or you are just going to keep installing parts on it until you get lucky and replace the right part. When the "check engine" light is on or there is oil on the road, you want someone who will be able to fix the problem fast and allow the work to proceed. That is why Ron is the go-to man when I have a tough job.

The region has reduced the number of pieces of equipment available for us to operate. When we have a piece of equipment that is broken down, we are down, making repair speed and knowledge so vital. Ron drives one of our service trucks and is always willing to go out on service calls, in spite of poor weather conditions or other inconveniences. His ability to study hard, understand the concepts of mechanics, and apply his knowledge when and where it is needed has enabled him to become a top-notch mechanic. He has also passed off his twelve ASE exams.

Ron is the quiet type. He doesn't com-



plain and tries to improve our operations through his positive influence. His paperwork is always on time, and is neat and done correctly. His customers love to have him work on their equipment because they have confidence in him and know his work is of the highest quality.

Region Four Leader of the Year

By Jim McConnell

Ray is the Resident Engineer in the St. George area. In the 2+ years that he has been an RE, Ray has managed many multi million dollar, high profile projects including, Exit 4 Roundabouts, I-15 MP 10-19, I-15, MP 19-27 and the huge Dixie Drive Project. In addition to these large projects, he has managed dozens of smaller projects concurrently. He is well respected by all those that work with him, especially the contracting community. Ray is truly a partner on the projects and works hard to insure that the contractors are treated fairly and equitably while insuring that the projects are built to high quality standards.

Ray has been a champion of the Trans Tech program. He has instilled in his personnel, and the Trans Techs that work for him, the desire to achieve while fostering a "can do" attitude.

Ray's personal expression of hard work, honesty, integrity and common sense make him a true leader by example. Ray is always considerate of others' opinions and knowledge. Ray is a valuable mentor for the engineers and technicians that work for him and contractors that work with him. His previous experience in design and as a field engineer makes him a valuable resource for the department. Ray is always diligent at reviewing projects to insure that the department advertises a correct set of plans. His ability to foresee possible problems in construction and correct those problems is exemplary.

Ray works many long, hard hours in addition to those that are required. He is ever willing to talk with contractors or his personnel at any hour to solve problems or answer questions. Ray currently is handling portions of 2 engi-



neering crews and is doing an exceptional job. His attitude, experience, fortitude and vast knowledge base definitely make him Leader of the Year.

Happenings in Project Management

By Rick Torgerson

WOW what a busy four months for the Project Management team as well as other groups in the Region to deliver the federal program of projects by the end of August 2011. **Since July there have been 29 projects advertised for nearly \$96 million in project value.** Completion of this challenge required dedicated employees to meet the goals set out by the Region. Long days and extra hours were the norm over the past few months by many us and our consultant team to ensure the successful delivery of projects.

Why did we do this you might ask? Each year the state receives federal funding which is allocated by the Transportation Commission to projects that are recommended by the regions. Once these projects are allocated funding, the projects are scheduled for delivery and

prepared to request bids from the contracting community. Each year the federal government requests states demonstrate that the federal funds allocated are indeed on schedule and advertised for bid prior to the end of the federal fiscal year. If this is completed, the states are allowed to ask for potential additional federal funding known as "August Redistribution". This process allows the state to receive additional federal funding if the current year program is completed successfully. **Utah received just over \$13M additional federal funds this year (Sept. 2011) as a result of the hard work provided by our staff and our extended staff of consultants.**

Now the next step is to construct all these projects next year. Enjoy this upcoming orange barrel free winter as

next spring and summer they are coming to a road near you. Region 4 is working on better methods to inform you and the public of upcoming projects using live mapping tools. As these tools come online they will be distributed though out the region. Until then please visit the UDOT website and use the "projects and studies" tab to get to the Southern Utah construction projects or visit this website: <http://www.udot.utah.gov/main/f?p=100:pg:0:::1:T,V:864>.

Thanks to all of you that stepped up to the challenge and hit a home run. It is appreciated by the Region Leadership Team as well as the public for the great work and the additional \$13M that you helped UDOT receive.

Did you catch this on the UDOT Blog?

By Catherine Higgins

A former warehouse is seeing new life as UDOT Region Four headquarters.

A UDOT owned warehouse that once stored road maintenance supplies and equipment has been remodeled inside and out to serve as a state-of-the-art office building. The facility was carefully planned to provide modern solutions and consolidate staff to help Region Four employees take care of their share of the state transportation system more efficiently and effectively. Region Four, which serves rural and urban roads in the southern one third of the state, covers more area and has more road miles than the other three regions. Building and taking care of those roads takes a lot of travel and time. Video conferencing equipment, available in the new conference rooms, is helping staff travel less and improve productivity. "It's pretty neat to see how it's being used," says Ivan Hartle, Region Four Administrative Services Manager, who sees the video conferencing equipment working for employees many times each day.

Trips and money saved

Cindy Wright, Project Management Technician says the new building is awesome. She can confirm the value of the video conferencing equipment when it comes to saving travel time and money. Wright uses UDOT's TravelWise tracker to calculate the miles and money saved by videoconferencing for Project Manager Rick Torgerson. Since move-in day on July 1, Cindy's records show that over 35 thousand miles and nearly \$20 thousand dollars have been saved. With 7 Project Managers at Region Four, the money saved on travel expenses will be enormous.

Short trips as well as long trips have been saved. It's been helpful to now be linked by sidewalk rather than be separated by almost a mile of distance, explains Hartle, who used to go back and forth daily between Region Four buildings. Jami Gentry, Assistant to Region

Four Director Nathan Lee has liked being close to the shop. She manages some state cars, and being close to quick help when there's a mechanical problem has been helpful.

Before



After



conference room has a slightly vaulted ceiling and ceilings over cubicles are as high as possible. Work space for some employees was reduced, but Phillips worked to make the space work with efficient office furniture selections.

Another feature in the conference rooms – smart boards – allows any kind of presentation to be shown and gives staff new tools for understanding projects. Online services, Google Earth or Google Maps, can be displayed to help employees view a planned or current project area. PDBS, UDOT's online project management system can also be viewed.

Taking a whole-project approach

Architect Kathy Phillips with Archiplex Group explained that she took a "whole project approach," considering sound, space, light and the internal environment in converting the warehouse into a pleasing work space. One early challenge was a noisy roof that popped with changing external temperatures and "sounded like a hail storm." By working with a sound engineer, Phillips came up with a quiet roof solution. Managing work space and storage space involved adjusting wall and ceiling height so the work and conference areas feel roomy, not closed-in. The main

Existing windows provide natural light for the space. Phillips says she needed to "get creative" by cutting back or angling walls to preserve that light. Two large fans, each measuring 10 feet in diameter, are improving energy efficiency and keeping internal temperatures pleasant. The fans change direction to either draw warm air up or down as needed. Phillips also designed the building to be attractive and "not look like an addition." Since juxtaposed old and new brick is telltale sign of an addition, Phillips made sure to plan external material placement so the design looks cohesive. Colored glass on exterior windows provides a mosaic theme, and those colors are carried through the interior and exterior of the building. "We think it turned out really well," says Phillips. Gentry agrees, and says that nearly every day, someone from an outside agency, the general public or UDOT comments to her about how the new building is a great new work space.

Road Respect Tour in Region Four



Respect Tour. The well maintained and freshly swept roads were a huge bonus for our cyclists, as was the participation of Nathan Lee, Daryl Friant and Ivan Hartle in the Moab and Panguitch/Hurricane rides. We were gratified that families, cycling enthusiasts, mayors and city/county com-

work you have done in their areas to make cycling safer and more attractive as a healthy activity. The tour received unprecedented media coverage throughout the state and I am sure that it helped to boost awareness of the need for both cyclists and motorists to be more respectful and aware of each other on Utah's roads.

For more information, visit the Road Respect website at <http://roadrespect.utah.gov/>

Thanks again and my best to all of you!

Evelyn Tuddenham

Utah Department of Transportation
Bike/Pedestrian Coordinator

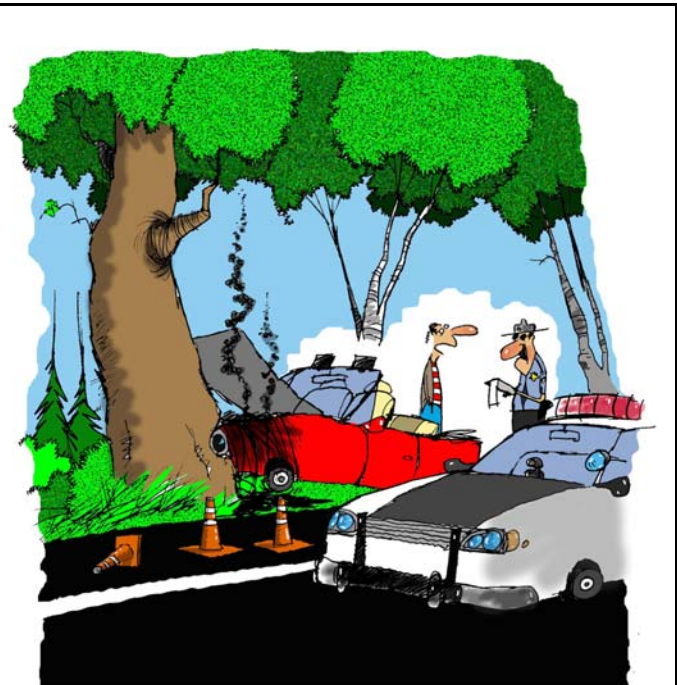
Please extend my thanks to the staff of Region 4 for all of the help and support received during the planning and completion of the Road

commissioners turned out to meet the Road Respect cyclists in every Region 4 town we passed through. In all instances they thanked us for the

Safe Driving is Serious Business. Focused driving is keeping your eyes on the road ahead, your hands on the wheel and your mind on your driving.

BEHAVIOR	INCREASED CRASH RISK
Texting	23 times
Reaching for a moving object	9 times
Driving drowsy	4 times
Looking at an external object	3.7 times
Reading	3.4 times
Using a cell phone	4 times*
Applying makeup	3 times

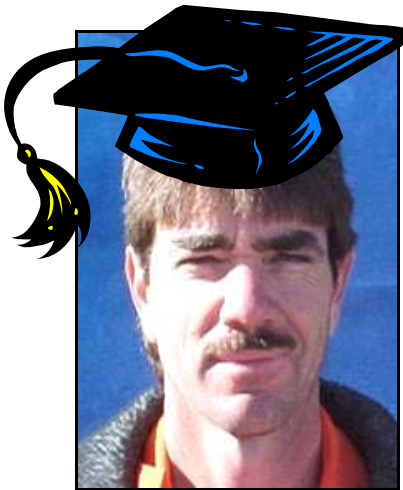
*since cell phone use occurs more frequently and for longer durations, this is the #1 source of driver inattention behind the wheel.



"I was sending an email to a client from my laptop when I spilled the coffee I was drinking, while I was on my cell phone. So you see, officer, it wasn't my fault."

CPM GRADUATE

By Bret Sorenson



Congratulations! Keith Meihnhardt, our Maintenance Station Supervisor in Delta has completed the Certified Public Manager (CPM) program. The CPM program is a nationally accredited management development program for public managers and supervisors. It is a comprehensive course of study by which students can acquire and apply the best practices and theory to their management behaviors and strategies using prescribed sets of professional standards. Those who complete the program earn a professional designation of CPM (Certified Public Manager). This program requires 300 course hours, and is taught during 3 different

courses over a 36-week period. Many hours outside of the classroom are also required to complete the program.

Keith is an outstanding employee who not only manages the Delta Station, but also like other station supervisors plays an active roll in working on day-to-day maintenance activities. Keith runs the swing-loc weed sprayer for several maintenance stations in the northwest part of the Region and is also one of the grader operators in the station. To be able to complete the CPM program and still manage to stay on top of his other responsibilities is a great accomplishment. Way to go Keith.

WELCOME

NEW FACES IN REGION FOUR

INTERNAL POSITION CHANGES:

Susan Jensen
Materials Lab Tech III

Cindy Wright
PM Technician

Ryan Anderson
Roadway Design
Engineer

Devin Monroe
Roadway Design
Engineer



Colby Glover, Kanab Station



Errik Ovard, Purgatory Station



Erick Betts, Moab Station



Boyd Pickering, Moab Field Engineer



Danny Eyre, Delta Roving Mechanic



Shana Young, Accounting Tech

Monticello Main Street Project received AGC Award

by James Chandler

I am pleased to announce that the Moab Construction Office in conjunction with the Transportation Technicians from Moab, Monticello, Blanding and Bluff received an award for “Best Partnered Project” at the Associated General Contractors Convention in Salt Lake City.

The Monticello Main Street Project was a \$10 million federally funded (ARRA) project to reconstruct the three mile section of US-191 and US-491 through the business district of Monticello, Utah. The scope encompassed pulverizing existing roadway, removing and replacing three miles of storm drain, excavation and grading, cement treated full depth reclamation, installation of both flexible and rigid pavements, installation of highway lighting system, relocation of high voltage overhead power (Empire Electric), and traffic and pedestrian signal electrical upgrades. Through the duration of the project, partnering produced a value engineering, constructability, and time savings analysis to alter the construction of the project. The overall schedule time and cost was reduced and quality was improved, resulting in an overall savings to the project of \$1 million. Safety was our main concern on the project; Granite and UDOT worked together to keep every team member alert and safe at all times.



Got Kids? Get them involved in your commitment to drive focused

- Be sure they are properly secured in an age-appropriate child passenger safety restraint.
- Kids can be great enforcers. If they know your rule is “no phone calls while driving,” they’ll remind you to hang up if you slip up.
- Teach older children to answer calls for you. They can relay important messages or tell callers that you are driving and will return their call as soon as you are safely able to. They’ll love the extra responsibility and you’ll be modeling good driving habits for them.
- Provide children with things to do (books, travel games, etc.) to distract them, so they’re not distracting you.
- Got teens? Nearly 50% of today’s teens have admitted to texting and driving, which increases the chances of crashing by 23 times. Be sure to establish strict rules with the appropriate sanctions regarding the use of mobile technologies while driving.
- Remember they’ll do what you do. Even if your kids are far from the driving age, demonstrate now the behavior you’ll expect later on from them. Set the right example concerning the use of cell phones and texting while driving and always be mindful of your precious cargo.



Top Notch



Attached is a photograph of your first customer on the new runaway ramp on State Road 143. I am sure the driver of this truck shares Brian Head's appreciation for this additional safety feature on State Route 143. Since this photo was taken, a pickup with a camper trailer utilized this runaway ramp.

Thank you UDOT for this new safety feature on State Route 143.

Respectfully,
H.C. Deutschlander
Mayor, Brian Head Town

I just got a call back from Tanya Bishoff a postal carrier in Monroe. She had called in this morning @ 8 am with a complaint of a pot hole on the edge of road in Austin (Hwy 118). When she delivers mail in that area she said she is afraid of getting stuck especially with the snow coming on. She ask if we could fix it. I called Lance Mooney (lead for station 4464) and he said he would check it out. Lance was right on the job and had it fixed by 10 am. Tanya was so happy and excited that she could call us and have her request completed so quickly. She wanted to express her sincere thanks for the quick action that our agency provided. Thank you Lance for your professionalism. Job well done!!!

Wendy Nez, Office Specialist



Hello,

I just wanted to send a thank you to the teams running the snow plows that keep the interstate open and moving. I think the Utah gang is top notch.

Gary Apter, Boise, ID

Keith,

I wanted to thank you for your efforts in providing signage and detouring on the 15th of this month on Highway US 6/50. While we focused upon details of a criminal case, and one very near to us as you know we realized that the safety of all those involved was paramount to any plan that day. Thanks to you, we were able to meet most of our goals and in absolute comfort of safety.

Please thank any and all others that may have assisted you in taking care of us.

Sincerely,
Robert A Dekker
Millard County Sheriff



I just wanted to thank your department for the wonderful job that was done on the Black Ridge several miles north of St. George. It was a trial to drive during the construction, but now it is finished, it is wonderful. That extra lane going up the hill is a real blessing. Thank you--thank you!!!

What is your overall impression of the Utah Department of Transportation?: Excellent
Lyla Thomas
St. George, Utah

Carlos, I want to thank you for whatever part you played in the signing upgrade on Exit 2. The 2500 Sun River residents thank you too. There were many close calls at that intersection and now it appears to be very safe. Of course, with some of the fossils that live here, nothing will ever be perfect. But again, thanks so much. We all really appreciate it.
Wig



Great Job!

Dave ,

I was talking to a friend of mine last night on the ham radio, and he wanted me to pass along a sincere thank you for a job well done to all of the hard working folks down there that help keep the roads in such good shape and safe to travel throughout the year and especially in the winter.

My friend Dee is a truck driver from Gunnison, and he drives for one of the companies in that area that haul coal out of Salina canyon from the SUFCO mine. most times, he hauls to the power plant at Castle Dale, but also to Huntington, and over to the rail spur west of Levan.

Dee was very appreciative of the job that people do keeping those State roads in such good shape, as well as U.S. 6, and also S.R. 31. He uses 31 sometimes for work and also for personal travel and he specifically mentioned that he has never been nervous to use 31 because the crews do such a good job of keeping the road safe for travelers.

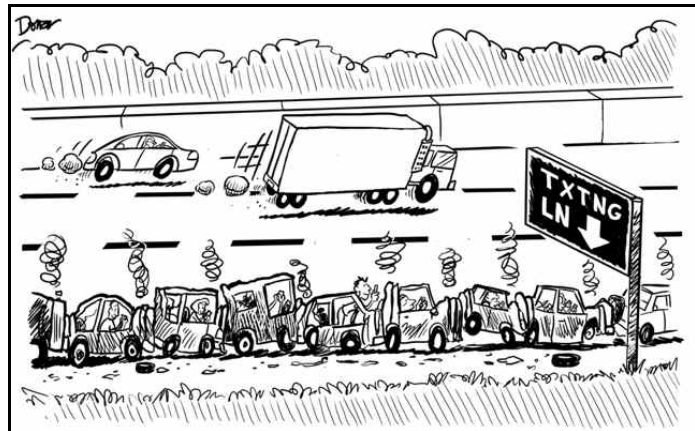
I would like you to pass this along if you would to all those that need to see it, and let the crews know that their hard work is appreciated.

Thanks,

Scott Lott
UDOT Region 3 Shop

I received a call from Sarah Watson of Spring City. She desperately wanted to thank Kevin Conover and Boyce Mulder of the Gunnison Shed. They were very kind and responsive in repairing a fence that had been knocked down by an elk. The great response was appreciated as she has sheep and lambs in the area.

Thanks Again-
Jami Gentry
Administrative Assistant



I just received a call from a gentleman that had car problems on the freeway by the Bloomington exit. He wanted to thank our kind UDOT worker that stopped behind him with his strobe lights on for safety. Our UDOT employee offered aid till the gentleman was able to go again. He told me that he didn't get a name but wanted UDOT to know how very much he appreciated the kindness and help.

Jim if you find out who this good employee is please let us know so we can thank him for his professionalism and courtesy.

Wendy Nez
Office Specialist

Jim,

Wednesday evening, February 16, 2011 we had a storm on the mountain that quickly caused the roads to be impassible. As usual your crews responded and got the road plowed and sanded. I was particularly impressed to notice that the driver (I don't know who it was) took time to make a second pass from the Scout Camp back up the grade, which in turn improved the worst section of road and permitted a stranded motorist to follow the truck up the grade. I know that this happens on a regular basis, but I wanted to let you know that I appreciate your crews service on keeping Hwy 143 in such great condition. I hope that you will pass this on to them for me since I don't have their e-mail addresses.
Sincerely,

Bryce Haderlie
Brian Head Town Manager



Region Picnic Highlights

